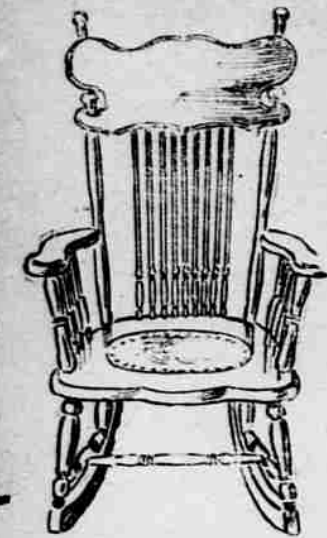


## Cheap but good.

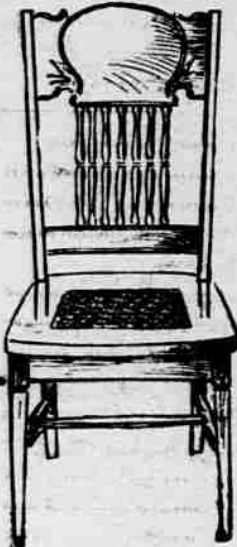
We have singled these items out to act as decoys—we lose money on them, but they bring us new customers, who will soon be regular customers.



### 100 Cobble Seat Rockers.

In Oak, Natural Birch, and Mahogany finish—a most comfortable, restful rocker. It has to be seen to be appreciated. The real price is \$4.00, but our decoy price is

**\$2.50.**



### 100 Dining-room Chairs.

Solid Quartered Oak, box seat, cane, highly polished. A regular \$2.50 Chair. Our decoy price is

**\$1.75.**

Same Chair upholstered in best grade of leather

**\$2.50.**

We have a very few of those elegant Bedroom Suits left that we are selling for \$18.00—they are splendid—3 pieces, quartered oak—unusually large bevel plate glass 24x30—woven wire spring—all hair mattress. They are absurdly cheap at

**\$18.00.**

## WASH. B. WILLIAMS,

Seventh and D Streets Northwest.

### LIGHTHOUSE IN OPEN SEA

Daring Piece of Engineering Undertaken by the Government.

If Successful the United States Will Have Accomplished a Crowning Triumph in Science.

A difficult and costly piece of engineering has been undertaken by the United States Government in the projected establishment of a great lighthouse in the open ocean off Diamond Shoal, seven miles from the present Hatteras light, and bearing almost due East.

This is one of the most daring schemes that Army officers have dealt with since Gen. Casey, chief of engineers, successfully undermined the great Washington Monument and placed there a solid foundation expected to support that structure for ages to come.

Surrounding this new plan, however, there is foreboding of failure, and it is predicted this early start one million dollars is to be sunk literally as well as metaphorically in the sea.

If such a structure is placed there and stands without serious damage the onslaught of the seas for five years, according to a leading Army engineer, this Government will have accomplished its greatest triumph in this branch of science.

The height of the lighthouse above water in the prospect will be just 100 feet, and the structure is to stand in 33 feet of water and to be supported on disc piles sunk to a depth of 30 feet in the sand. The diameter from center to center of vertical members of the foundation series is to be 60 feet, and the height of the floor of the house above water 47 feet. The main portion of the structure is to be constructed of forged steel members, with principal joints and connections formed of steel castings.

A special feature of the design is to make all essential parts below the water line of massive dimensions, as well as all those parts above the water line which will be subject to the action of the wind and waves. The use of bolts, keys, screws and other small sections or dimensions which would be rapidly weakened by corrosion will be avoided as far as possible. Joints and connections are to be made absolutely rigid to all possible strains and to be as strong as the members themselves. This is to be effected by joining ends of members to steel cast hubs by the use of massive steel flanges shrunk on in a manner approximating that followed in "built-up" gun construction.

In the foundation series, besides the massive members necessary for the strength of the tower when in place, there will be certain other rods of lighter section, which are added for greater security to

stiffen the framework while it is floated, and while being placed and grounded on the shoal. It is proposed by the board to construct the screw pile structure in the harbor and float it out by steel cylinders, caissons calculated to give a draft of 30 feet when at sea. This part of the light is then to be sunk probably fifty feet down in the bottom by hydraulics until a firm hold is secured. It is then proposed to build up from this skeleton arrangement until the lighthouse's apartments have been completed and the height secured for the great lens which is to throw its light 25 miles in all directions.

The work is to begin this winter and it is expected to complete the light in two or three years.

### OVER \$15,000 MUST BE RAISED.

New York Clothing House on the Verge of Failure.

The late fall and warm weather has caused such a slump in the clothing trade that it is doubtful whether the New York Clothing House, 311 Seventh street, can pull through.

They have been attempting to obtain extension of time on a note for \$15,886.18, given to Bergher Brothers, of Syracuse, which falls due December 2, but that firm has notified them that the note must be met at maturity.

It is very doubtful whether they will be able to raise the amount by that time, but they are going to make a tremendous effort to do so, and have started a sale of their entire stock at less than the wholesale price.

It will mean a tremendous loss to them, but it is only a thing left for them to do, for unless they can raise enough money by that time to meet the note they will be forced to make an assignment. They keep an excellent stock of good quality of clothing and this should be an opportunity to get fitted out at very little cost.

### STEAMER'S ESCAPE.

Flames Only Reached by Cutting a Hatch Through the Deck.

San Francisco, Oct. 30.—The Pacific Mail Steamship Company is just in receipt of the details of the narrow escape from destruction by fire of its steamer City of Panama.

The fire was discovered among a large quantity of rosin in the cargo. It being impossible to get at the seat of the flames Captain Scobie had his men cut a hole through the main deck over where the rosin was stored.

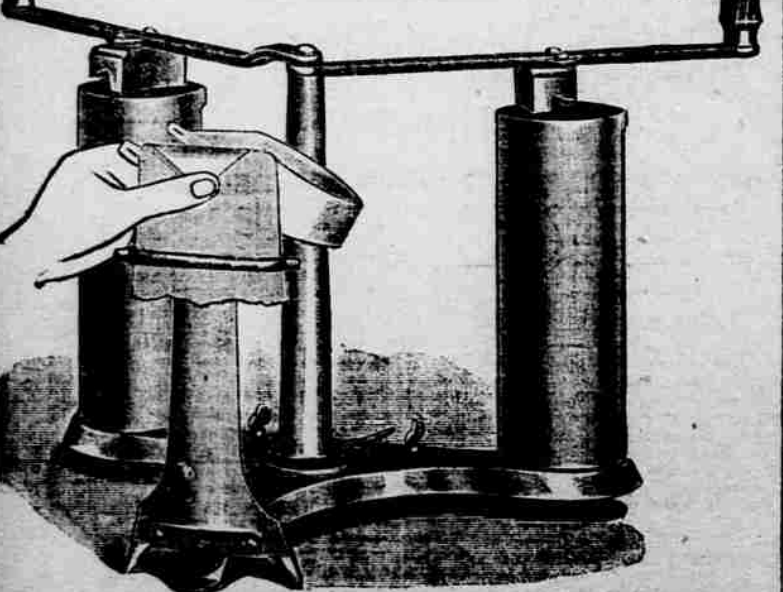
A powerful stream was then poured into the opening, and the flames were extinguished.

Butler Finley's Case Dismissed.

The case against Frank Finley, the beer-bottler charged with selling after hours, was brought up in the police court today and dismissed. Judge Miller, after hearing the evidence, took the case out of the jury's hands, and ordered an acquittal.

### BARNES' PATENT

## Wing Point Turner.



ALL WORK DONE BY HAND. Wing Point Machine for Collars—used only by the CAPITAL STEAM LAUNDRY, 618 1/2 Street N.W. Tel. 1012. Have your collars perfectly laundered from now on. No ragged edges.

### ANACOSTIA CARS VOIDED

Citizens of the Little Town Stand by the Employees.

### GRISWOLD'S LOOKOUT SCHEME

The Men Will Start a Bus Line and Force an Issue Favorable to Their Cause—Opinion as to the Effect Upon the Charter of the Railway Company.

Citizens of Anacostia, men and women, walked to Washington this morning. The cars on the Anacostia and Potomac street railway were running in an irregular way, but the walking was excellent and many enforced it to the uncertainties of travel by a car line with its employees locked out. The drivers and their friends, backed by the labor organizations of the District, expect soon to have a line of "busses" running to supply the lack of accommodations caused by the lockout.

President Griswold yesterday about 1 o'clock ordered his driver conductors to take their cars into the car sheds and leave them there.

This action on the part of President Griswold was a surprise to the employees of the road, and they say, without the slightest provocation on their part. Mr. Griswold, it is understood, justifies his action on the ground of the contents of a letter received yesterday morning from Thomas J. Lawrence, master workman of the Street Railway Assembly, in which he repudiated the agreement entered into on Friday last between members of the assembly and the president of the road. The terms of the agreement referred to have already been published in The Times. The scale of wages agreed on being \$1.27 1/2 per day from December to March and \$1.36 1/2 from November to May.

These terms were agreed to by President Griswold and Messrs. Dent, Sears and Baker, of the Railway Avenue. The members of the assembly, however, were not authorized by their organization to enter into any agreement, and acted as they thought fit in a time of the interests of the employees of the Anacostia road.

AGREEMENT REJECTED. In order that there should be no misunderstanding about the matter, Master Workman Lawrence called a meeting of the employees of the Anacostia road on Saturday night to give them an opportunity to express themselves. This they did, and with a single exception, rejected the agreement. There was but one course then left for Master Workman Lawrence to pursue, and that was to inform President Griswold of the action taken at the meeting. This he did yesterday in the following communication:

At a meeting of the drivers in your employment, held Saturday night, they decided to reject the agreement entered into by Messrs. Dent, Sears, and Baker. The said agreement is null and void, as it was made without authority. Master Workman W. H. Simmons and Thomas J. Lawrence called the scene shortly after the cars were run in to the shed in an attempt to force the employees of the Anacostia road to accept the agreement. This they did, and with a single exception, rejected the agreement. There was but one course then left for Master Workman Lawrence to pursue, and that was to inform President Griswold of the action taken at the meeting. This he did yesterday in the following communication:

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Just received, 50 Boucle and Beaver Jackets, with ripple back, the new sleeves and box front. They are worth \$6.

For to-day, **\$3.98.**

**CLARK'S,**  
734-736 7th N. W.

### MILK SUPPLY OFFENSES

District Officials Will Rigidly Enforce the Regulation.

### DAHLGREN CIRCLE PETITION

Presented to the Commissioners by a Large Delegation of Citizens—The Board May Recommend the Matter. Daily Orders Issued Authorizing Many Improvements.

Amid the question of regulating the milk supply, the officials are calling attention not only to the necessity for procuring dairy permits, but to other provisions of the new law, and among them are those that prohibit any person who has been suffering from or exposed to diphtheria, scarlet fever, erysipelas, anaplasia, or other contagious disease, from working or assisting in or about a dairy farm. This particular section is to be rigidly enforced.

There are others equally important, making it an offense punishable by fine or imprisonment to sell or offer for sale any unwholesome, watered, or adulterated milk, or milk that is not pure and free from any impurities that are not in milk, or other like substance. This also includes butter or cheese made from such condemned milk.

The standard milk must contain not less than twelve per cent. of total milk solids, of which at least three per cent. shall be fat. Skimmed milk shall have not less than nine and three tenths per cent. of solids, inclusive of fat.

It is made unlawful to offer skimmed milk, or milk that is not pure and free from any impurities that are not in milk, or other like substance. This also includes butter or cheese made from such condemned milk.

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### MALICE AS THE MOTIVE

President Seems to Suspect It in Commander Ludlow's Case.

### SUDDEN CHANGE OF MIND

Interrogatories Were Addressed to the Accused Relative to Commander Sperry, and the Contradictory Answers Led to an Investigation—The Case Blocks All Promotions.

The case of Commander Ludlow promises to be one of the most interesting of those affecting naval officers which the present administration has acted upon.

The case is not settled by any means. Contrary to general opinion, it is still in the hands of the President, to whom Commander Ludlow, through counsel, has presented an argument in defense of his course in furnishing the Navy Department with alleged contradictory statements respecting the character and efficiency of Commander C. S. Sperry, recently promoted.

Commander Ludlow requests the President to review his case in the light of the new statements submitted or to order the case before a new board. In his argument to the President Commander Ludlow says that his apparently contradictory reports in relation to Commander Sperry were justified by the facts and that his case is entitled to favorable consideration. The friends of the commander who have read his brief say that the point he makes is an entirely different and favorable light on his case.

It seems that Commander Ludlow took command of the Quinebaug in 1883, when that vessel was attached to the European squadron. In July, 1884, Commander Sperry, then a lieutenant, joined the vessel as executive officer.

DATE IS IMPORTANT. In October, 1885, Commander Ludlow attaches much importance to this date in the defense of his course—the commander of the Quinebaug received official information from the Navy Department that Lieut. Sperry was to be examined for promotion to the grade of lieutenant commander.

There had been a serious difference between the two officers in the winter of 1884 and 1885 in relation to the manner of performing duty by the junior. Commander Ludlow finally placed Lieut. Sperry under suspension for insubordination and disobedience. Lieut. Sperry, feeling that injustice had been done him, appealed to the admiral commanding the squadron.

As a result a court of inquiry was ordered to meet on board the flagship Lancaster. About this time that ship, under orders from the Navy Department, sailed for the west coast of Africa. Lieut. Sperry's account, it appears, then proposed to Commander Ludlow that the case be dropped, and there being no objection on the part of the commander, no court followed.

Quinebaug, it seems, the relations of the two officers were amicable, for in his statement Commander Ludlow said that between July, 1884, and October, 1885, the conduct of his executive had been excellent. On October 4 Commander Ludlow was condemned by a medical board as unfit for service on account of physical disabilities incurred in line of duty.

The board recommended that he be sent home to a hospital for treatment, but two and a half months afterward he remained in command of the Quinebaug, until December, 1885. It was then that his trouble with Lieut. Sperry came about.

In October, 1885, the Navy Department again called upon Commander Ludlow for a sworn statement as to the fitness of Lieutenant Commander Sperry. This was eight years after the first set of interrogatories, and Lieutenant Commander Sperry was to be examined for advancement to command rank.

Commander Ludlow stated that the conduct of his former executive was not such as to commend itself to him, and that up to December, 1885, it was not such as to recommend him for promotion to the grade of commander. Just here comes in a technical point.

LUDLOW'S MOTIVE. The Navy Department's interrogatories related to a post from March, 1885, to December, 1885; whereas the time to be covered was from October 13, 1885, to December 17, 1885. Although Commander Ludlow's first answers were dated October 13, 1885, Lieut. Sperry's promotion to the grade of lieutenant commander was afterward dated back to March of that year, a vacancy for him existing from that time.

The President seems to entertain the opinion that there must have been a motive on the part of Commander Ludlow for changing his mind as to the professional fitness of Commander Sperry, for the reason that the earlier interrogatories of the Navy Department covered a period when he found his executive a satisfactory officer, and that subsequently, after those interrogatories were answered, Lieut. Commander Sperry conducted himself in a manner not commendable.